

NA presents:

Malibu Mirage Safety Training Foundation Seminar 2016 Erik Eliel

Opening Session: Better to be Good Than Lucky (approximately 50 minutes)—

The presentation begins with a short video clip of U2 landing incidents, followed by an overview of the U2 aircraft mission and unique design considerations. Presentation transitions to a focused emphasis on preparation through training, recognizing complacency and the critical trait all pilots must possess, air-discipline. Concluding this portion of the presentation, is a brief discussion of professional attitude, emphasizing attendees wouldn't be in attendance unless they understood it is "Better to be Good Than Lucky."

Pilot-In-Command; Attitude, Authority and Awareness (approximately 50 minutes)—FAR 91.3 states that the pilot-in-command "is directly responsible for and is the final authority as to, the operation of that aircraft." During this presentation, Erik puts a unique perspective on FAR 91.3 by discussing the three pillars of the professional PIC as well as available tools and techniques to help manage operational risks. This presentation (approximately 50 minutes) provides pilots with a fundamental understanding of practical departure design criteria, beginning with a brief review of a CFIT accident which occurred during departure from a

Event Details

Thu, Nov 3, 2016 - 08:00 EDT

Hampton Inn & Suites

19th South 2nd Street

Fernandina Beach, FL 32034



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field surrounded by high terrain. TERPs designers have at their disposal a number of options when terrain or obstacles penetrate the obstacle identification surface (OIS) and having a fundamental understanding about which obstacles must be considered and the design options available to TERPs designers is critical in both a radar and non-radar environment. I will also discuss what authority the chart publisher—Jeppesen for example—has to modify the information published on the chart. Finally, I will provide an updated status of Diverse Vector Areas within the industry (DVAs allow controllers to vector an aircraft off the runway as part of the departure procedure).

Approach Lighting Systems (approximately 30 to 45 minutes)—This session will provide a comprehensive breakdown of U.S. domestic approach lighting systems. This program begins by establishing the operational necessity for these systems and describes the intended purpose of the individual components that make up the different configurations pilots may observe. This information is then applied practically to CFR 91.175 (c) “Operation below DH or MDA” as well as how to use the ALS to assist in avoiding the catastrophic mistake of landing on the wrong runway or worse yet, at the

wrong airfield.

Directions: Facility Meeting Room

A message from the National FAASTeam Manager

Invite a fellow pilot to the next WINGS Safety Seminar in your area.

Sign up for the FAA's safety services at www.FAASafety.gov!

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the "Contact Information" area of the meeting/event notice. Note that two weeks is usually required to arrange services.